

# Memorandum

**To: Chair and Commissioners**

**Date: July 8, 2002**

**From: Diane C. Eidam**

**Ref:  
Book Item 2.9c  
Action**

**TECHINICAL CHANGE TO PREVIOUSLY APPROVED RESOLUTION  
RESOLUTION PA-02-03**

Resolution PA-02-03 previously approved on February 28, 2002, authorized \$18,000,000 in Proposition 116 Bond funds to the Department of Transportation for the Pacific Coast Highway Grade Separation Project. This item will change the applicant from the Department of Transportation to the Alameda Corridor Transportation Authority. No change in the funding amount is necessary.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Commission Project Application Approval Amendment  
~~Department of Transportation on Behalf of the County of Los Angeles~~  
Alameda Corridor Transportation Authority

Proposition 116 Application for the  
Pacific Coast Highway Grade Separation - Alameda Corridor

Resolution #PA-02-03  
Amending Resolution #PA-99-22

- 1.1 WHEREAS, in June 1990 the voters approved Proposition 116, the Clean Air and Transportation Improvement Act, for \$1.99 billion for rail and mass transportation purposes; and
- 1.2 WHEREAS, the California Transportation Commission is designated in Proposition 116 to oversee the five grant programs over the 20-year term of the Proposition; and
- 1.3 WHEREAS, Proposition 116 calls for the Commission to establish an application process and to develop and adopt guidelines to implement those programs; and
- 1.4 WHEREAS, Proposition 116 establishes as a purpose of the application process that it "facilitate implementation of improved cost-effective transit service to the maximum number of Californians and to prevent the funds provided for by this part from being spent on needlessly costly features"; and
- 1.5 WHEREAS, Proposition 116 requires applications to specify full and complete capital plans, financial plans, and operating plans, including schedules and funding sources; and
- 1.6 WHEREAS, in December 1990 the Commission adopted policy and application guidelines (#G-90-23) for the Proposition 116 rail program; and
- 1.7 WHEREAS, pursuant to Proposition 116, PUC Section 99624(a), and contingent upon approval by the Commission of an application for funding, \$80,000,000 shall be allocated to the California Department of Transportation (Department) for grade separations along the Alameda-San Pedro branch line connecting the Los Angeles and Long Beach Harbors with downtown Los Angeles and paralleling Alameda Street, to alleviate vehicle traffic congestion, conserve energy, reduce air pollution in the area, and facilitate the efficient and expeditious shipment of freight to and from the Los Angeles and Long Beach Harbors; and
- 1.8 WHEREAS, the Commission has established a "Hazardous Waste Identification and Cleanup Policy" (#G-91-2) which requires the applicant agency to have performed full due diligence in identifying the hazardous waste in the right-of-way and easements and properties and cleanup required, and that the State has been indemnified from cleanup liability or damages, both present and future; and

- 1.9 WHEREAS, the Commission has established a “Rail Right-of-Way Review Policy” (#G-95-09) which requires an evaluation of the applicant agency’s report on the appraisal cost and easement price of the rail right-of-way to be acquired; and
- 1.10 WHEREAS, the Commission’s policy and application guidelines (#G-90-23, Policy 33) require that in the event that a rail right-of-way project does not result in rail service by the year 2000 and the property is no longer needed, the Commission shall require that a liquidation plan be prepared by the grant recipient by January 31, 2000 for approval by the Commission to dispose of the property; and
- 1.11 WHEREAS, PUC Section 99624(b) authorizes an exemption to state statutes as they relate to the Public Utilities Commission’s authority to set terms dividing expenses of railroad grade separations, set standards for proportioning costs of grade separations, and establish an annual prioritized list of grade separation projects, contingent upon the affected railroad corporation making a 10 percent contribution to the costs of constructing the grade separations; and
- 1.12 WHEREAS, in December 1994, the Commission approved an application from the Department in PA-94-25 and in June 1996 an amended application in PA-96-16 for \$80,000,000 in Proposition 116 funds to be used with other state, local, railroad funds, for a total project cost of \$125.1 million for right-of-way acquisition, preliminary engineering and construction for four grade separations along Alameda Street. The grade separation projects included:
- Pacific Coast Highway (\$31.6 million total project cost) - \$18,000,000 Proposition 116 Rail Bond funds - A 2,900 foot viaduct spanning the existing Southern Pacific and Santa Fe rail lines and Alameda Street.
  - Sepulveda Boulevard (\$27.1 million total project cost) - \$16,000,000 Proposition 116 Rail Bond funds - A 2,000 foot viaduct spanning the Southern Pacific rail line and Alameda Street.
  - Del Amo Boulevard (\$31.5 million total project cost) - \$25,000,000 Proposition 116 Rail Bond funds - A 2,300 foot viaduct spanning the Southern Pacific rail line and Alameda Street.
  - Alameda Street near Laurel Park Road (\$34.9 million total project cost) - \$21,000,000 Proposition 116 Rail Bond funds - A north-south grade separation that involves an extension of Santa Fe Avenue under the existing Southern Pacific rail line connecting Santa Fe Avenue with Alameda Street near Laurel Park Road; and
- 1.13 WHEREAS, in June 1996, the Commission authorized (PA-96-16) up to five percent of the \$80,000,000 in Proposition 116 funds approved for the Alameda Corridor Grade Separation project to be made available to the Department for pre-construction activities; and
- 1.14 WHEREAS, in February 1998, the Commission approved an amended application (PA-98-05) for \$16 million in Proposition 116 funds for the Sepulveda Grade Separation project, with changes in the design of the viaduct to 1,200 feet; a waiver of Allocation Resolution BFP-97-06 (Section 2.4) and the separation of the Sepulveda Grade Separation project from the other three previously approved Alameda Corridor Grade Separation projects (PA-96-16); and
- 1.15 WHEREAS, the Commission made an allocation in August 1997 to the Del Amo Boulevard Grade Separation project under BFP-97-06 (\$19,365,000) for right-of-way acquisition; and
- 1.16 WHEREAS, in August 1999, the Commission approved an application amendment from the Department requesting the Del Amo Boulevard Grade Separation Project go forward separately, which will allow for better project management and that \$9,100,000 from the

previously approved Alameda Street Grade Separation project be transferred to the Del Amo Boulevard Grade Separation Project to fully fund that project (the Alameda Street project will remain fully funded by backfilling with Federal Demonstration Project funds); and

1.17 WHEREAS, the Commission's approval of the application amendment for the Del Amo Grade Separation project with the condition that prior to the execution of a Fund Transfer Agreement for any Proposition 116 Alameda Corridor project, the Department shall submit completed Proposition 116 applications for the Alameda Street and Pacific Coast Highway Grade Separation projects to go forward as stand-alone projects and ensuring that each project is fully funded; and

1.18 WHEREAS, in August 1999, the Commission received an application amendment from the Department requesting \$18,000,000 in Proposition 116 funds for the Pacific Coast Highway Grade Separation project and that the project go forward separately, which will allow for better project management; and

1.19 WHEREAS, in January 2002, the Commission received an application amendment from the Alameda Corridor Transportation Authority ~~Department~~ requesting \$18,000,000 in Proposition 116 funds for the Pacific Coast Highway Grade Separation project to include the new preferred alternative, which will expand the scope of the project by shifting the viaduct westerly away from the oil refinery and constructing an extended overhead viaduct to grade separate the Alameda Corridor Transportation Authority mainline tracks, Alameda Street, and the San Pedro Branch spur track; and

**1.20 WHEREAS, in January 2002, the Commission received a request from the Department for a change in applicant status to the Alameda Corridor Transportation Authority; and**

**1.21 WHEREAS, in January 2002, the Commission received a request from the Alameda Corridor Transportation Authority accepting the applicant status.**

2.1 BE IT THEREFORE RESOLVED, that the Commission hereby grants approval of the amended application for \$18,000,000 in Proposition 116 funds for the fully funded Pacific Coast Highway Grade Separation project; and

2.2 BE IT FURTHER RESOLVED, that a Proposition 116 project approval by the Commission reserves the State funding within the Program, and allows project development work to be undertaken by the applicant agency, which will be subject to state reimbursement pursuant to the Commission's "Financial Guidelines for Local Agency Reimbursement" and subsequent fund transfer agreement.